

DELAWARE DEPARTMENT OF TRANSPORTATION

# *On the Road*

THE RELIEF ROUTE — SR 1

Issue 25

DELAWARE ROUTE 7 TO US ROUTE 113

Spring 2000

## CONSTRUCTION BEGINS ON FINAL SECTION OF SR 1

Work is underway on the \$76 million final section of SR 1. When completed, DelDOT will be finished with the single largest public works project in the history of Delaware. Planners and designers envisioned SR 1 as an alternative to Route 13, especially for long distance and regional travel. Motorists using Route 13 for local travel benefit because most long distance travelers now use SR 1. This benefit will increase when all of SR 1 is complete.

Creation of the new 46 mile long highway began in 1989 with construction of several bridges for local roads over the proposed SR 1 alignment. The SR 1 project has been constructed in four sections. The first section, from Smyrna to Dover, opened in December 1993. The second section, from south of St. Georges to Tybouts Corner, including the new bridge over the C&D Canal, opened in 1995. The third section, from the C&D Canal to Odessa, opened in November 1999. The final section, Smyrna to Sycamore Farms, will be constructed under two contracts and is scheduled to open in 2003.

Construction on the first contract of the last section, from Smyrna to Townsend, began this spring. It is more than 4.8 miles long and will include four new bridges, nearly 170 acres of



Soil stockpiled along new alignment for use on the final section of SR 1.

wetlands mitigation, and seven stormwater management ponds. Almost three-million cubic yards of soil will be moved during this phase.

Advertisement of bids for the construction of the second contract, from Townsend to Sycamore Farms, is scheduled for summer 2000. This 2.8 mile segment will include one new bridge over Pine Tree Corners Road and will use the nearly one-million cubic yards of soil currently stockpiled at Fieldsboro. This project includes planned connections to existing SR 1 at Smyrna and Odessa. ■



Delaware Department of  
Transportation

Anne P. Canby  
Secretary

*On the Road* is published periodically by the Delaware Department of Transportation and is the official newsletter of SR1, the US Route 13 Relief Route.

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# Mile STONES



Vintage cars are the first to pass through the high-tech highway-speed lanes at the new E-ZPass Toll Plaza on SR 1

## • E-ZPASS UPDATE

The SR 1 Biddles Corner toll plaza and the newest section of SR 1 officially opened on November 17, 1999. The Biddles Corner toll plaza is equipped with the latest E-ZPass technology. Under the E-ZPass system, users pay a reduced toll and receive the added benefit of four (two in each direction) highway-speed lanes through the Biddles Corner toll plaza. This plaza is the first in the Atlantic Coast region designed to allow drivers to pay the toll while traveling at posted highway speeds.

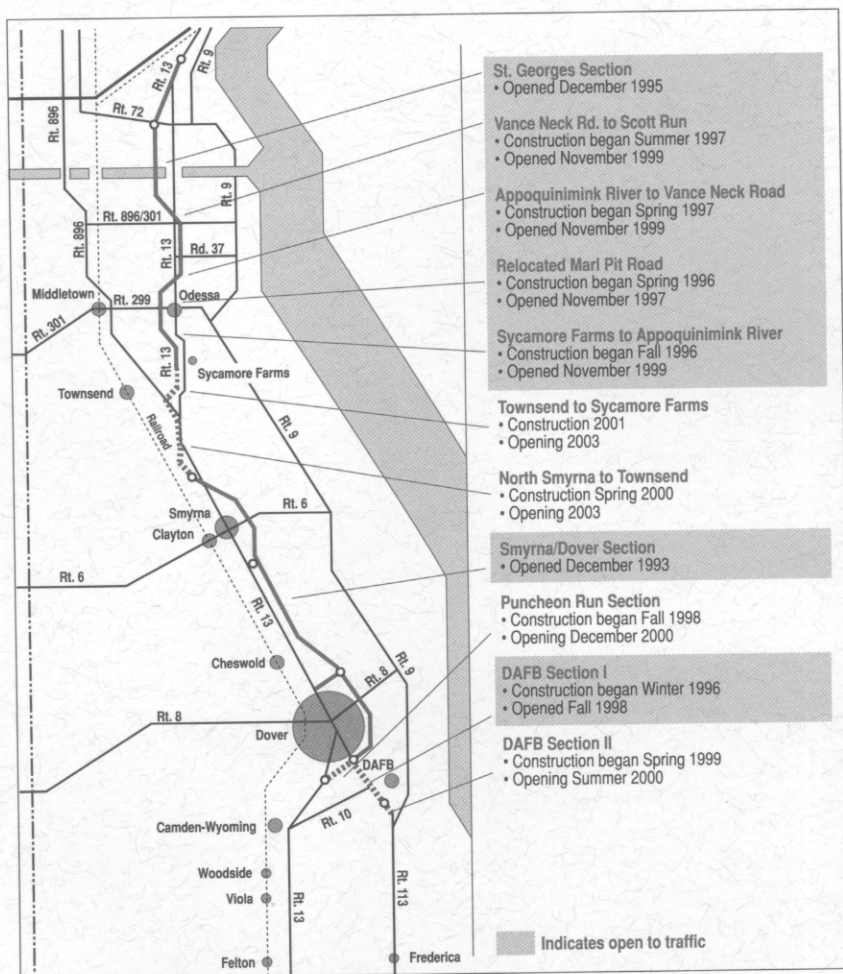
The E-ZPass system can presently be used on toll-roads marked with the E-ZPass logo: SR 1 in Delaware; the Garden State Parkway in New Jersey; the Delaware River Port Authority Bridges; and throughout the New York City area. The E-ZPass system will soon be in use on more than 400 miles and 700 toll lanes of roads, tunnels, and bridges covering the Mid-Atlantic area. To get more information or to sign up for E-ZPass, check out [www.ezpass.com](http://www.ezpass.com) or call 1-888-288-6865. ■

## • DIRT PILES ADD UP

Those huge piles of dirt along Route 13 are really adding up, in more ways than one. As noted in the summer 1999 issue of *On the Road*, the small mountains of dirt adjacent to SR 1 and Route 13 are actually stockpiles of soil to be used as fill material for future sections of SR 1. The stockpiled material is the result of excavation from the construction of the section between the C&D canal and Odessa. Several areas of this section were constructed below existing grade level. This resulted in a lot of excess material. Rather than wasting this resource, it was placed in stockpiles, benefiting Delaware and the SR 1 project.

If DeIDOT had to purchase and haul in all the dirt needed for fill from private sources, the wear on state roads and trucks and impact on the traveling public would be tremendous.

(*"Dirt Piles"* continued on page 4)



SR 1 Project Map and Schedules



# One PERSPECTIVE



An excavation square at Frederick Lodge

*"One Perspective" is a regular feature of On The Road. The interviews presented here give readers a personal, behind-the-scenes look at planning, design, and construction activities associated with SR 1, the US Route 13 Relief Route.*

*For this Spring 2000 issue, One Perspective talked with the archaeology team working on the SR 1 project. The team included DelDOT archaeologist Kevin Cunningham and staff from Parsons Engineering Science Inc., Chief Investigator Mike Petraglia, Field Supervisor Chris Egghart, Crew Chief Dan Sharp, and Crew Chief Seth Hopkins.*

*They recently worked two sites totaling over 30 acres in size. The sites are on the western side of Route 13, just north of Black Diamond Road. Known as Black Diamond and Frederick Lodge, they were among the last to be excavated prior to the upcoming construction of the final section of SR 1.*

*How do you decide where to investigate for archaeological resources?*

The Frederick Lodge site was identified in the early 1980s. Generally, a site is tested by archaeologists who use shovels to dig test holes in a systematic pattern. If significant artifacts are found, the site investigation will move into the second stage.

*What is the second stage?*

It is called the excavation stage. During the excavation stage, we dug more than 350 excavation squares. All of them started as one square meter in size, but some of the pits were enlarged because they contained many artifacts.

*What is the history of this area?*

The Frederick Lodge site dates back 8,000 years. Seasonally, traveling native people would stop by the water-filled bay basins that once dominated the landscape. Small groups would stay for up to a few weeks before moving on. They did this year after year for a long time. The Black Diamond site, similar in history, age, and use contained fire pits and tools made from gray and red quartzite.

*Why is the Frederick Lodge site so important?*

Because in Delaware there have been no excavations indicating human activity near

bay basins that are this age. Plus, archaeologists can study the site and artifacts to discover what types of people may have adapted to this area and how over time they may have changed because of climate and environmental changes.

*What types of artifacts have been found?*

We have found thousands of items, more than 20,000 artifacts at Black Diamond alone. Some distinct pieces include spear points, arrowheads, knives, scrapers, flakes from the making of stone tools, and rock clusters where fire hearths once were.

*What happens to the artifacts?*

We try to identify, classify, and date the artifacts. It is important that we share them with all Delaware residents. Then they are taken to our lab where we analyze them and write reports about the findings. They are eventually sent to the state museums where they will be kept for preservation and displayed.

*How many archaeologists are involved in the SR 1 project?*

Sixty to 70 people worked on several sites in the project area. ■

## DID YOU KNOW?

- The Blackbird Creek Site was being worked by grantee Edward Fitzrandolph as early as 1737 and contains ceramics dating to that time.

## TO OUR READERS

The State of Delaware and the project team are committed to continuing the citizen input process during the design and construction phases of the project. We invite you to write to us with questions or comments regarding *On The Road*

## For More INFORMATION

### Contact DelDOT BY MAIL

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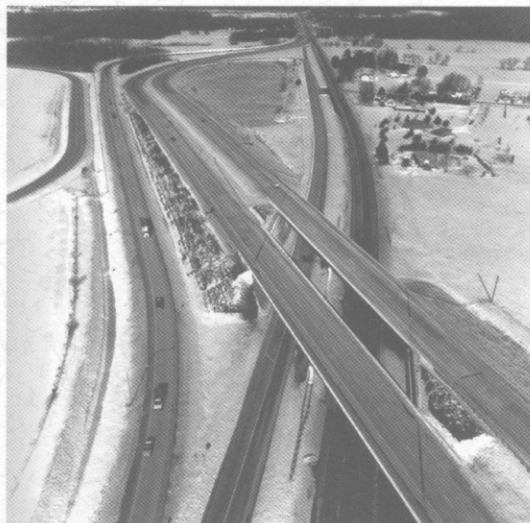
- Public information: contact Michele Ackles, Manager of External Affairs, at 800-652-5600 in Delaware or 302-760-2080
- Design issues: contact Teresa Lewandowski, Project Manager, at 302-760-2278
- Environmental issues: contact Joe Wutka, Assistant Director of Planning, at 302-760-2094
- Right-of-way acquisition and relocation: contact Wayne Rizzo, Chief of Real Estate, at 302-760-2220
- Construction issues: contact Tom Clements, Construction Engineer, at 302-734-9533
- Newsletter issues: contact Kise Straw & Kolodner, at 800-343-3084

*("Dirt Piles" continued from page 2)*

Stockpiling the dirt does not mean there will be no trucks on the roads, but it does mean there will be fewer trucks traveling shorter distances on them.

Stockpiling also maximizes opportunities for mitigation sites. Delaware and Federal regulations require replacement of any wetland impacted during construction. DelDOT did not need to purchase additional land to replace impacted wetlands because sites that have had material removed from them were used as replacement wetland areas.

Stockpiling saves money compared to buying soil from commercial sources and hauling it to a project site. Although DelDOT still needs to purchase some of the fill required for the last section of SR 1, stockpiling has reduced the amount of money needed. ■



View of SR1 over Route 13 north of Smyrna.